



EDMS 5.0.1 Release Notes

March 21, 2007

EDMS 5.0.1 provides several bug fixes and improvements compared to EDMS 5.0. This document provides a summary of the changes between EDMS 5.0 and EDMS 5.01.

EDMS 5.0 Behavior

EDMS 5.0.1 Behavior

Aircraft Operations and Assignments window

- | | |
|--|---|
| 1. The tabs sometimes do not function properly after trying to select a new tab. | The tabs operate properly. |
| 2. Sometimes the user is unable to enter operations for user-created aircraft. | The user is always able to enter operations if such an operation is possible. |

Airport View

- | | |
|--|--|
| 1. The units could be wrong if the unit system is changed. | The units are properly displayed when changing the unit system from Metric to English. |
| 2. Taxiways created using the Airport View are given a default elevation of 0. | Taxiways created using the Airport View are given a default elevation equal to the airport elevation. |
| 3. Gates, runways and taxiways that are referenced by other study elements can be deleted without a warning to the user. | The deletion of gates, runways and taxiways brings up a warning if they are referenced by other study elements (e.g., deleting a taxiway which is part of a taxipath). |

Converting an EDMS 4.5 Study to EDMS 5.0

- | | |
|--|--|
| 1. User-created aircraft, GSE and APU are not converted properly. | User-created aircraft, GSE and APU are converted properly. |
| 2. Non-default GSE are not converted properly. | All GSE are converted properly. |
| 3. The default quarter-hourly profile does not always appear in the <i>Aircraft Operations and Assignments</i> window. | The default quarter-hourly profile always appears. |

4. Conversion is unsuccessful if the study is missing any DBF files.	Studies with missing DBF files are converted successfully.
--	--

Configurations window

1. Wind direction is not properly saved.	Wind direction is saved.
2. When specifying configuration distribution percentages, decimal values are not saved.	Decimal values are properly saved for distribution percentages.
3. Runway assignments are not properly saved when more than one scenario exists.	All runway assignments for all scenarios are properly saved.
4. N/A	There are several improvements to the Configuration window's overall functionality.

Emissions Inventory

1. Aircraft with a zero smoke number display "N/A" for PM.	Aircraft with a zero smoke number display the intended numeric amount of PM emissions instead of "N/A".
2. The PM total in the Summary Emissions display "N/A" if <i>any</i> aircraft is missing a PM value.	The PM totals in the Summary Emissions show the sum of PM emissions from all aircraft for which the total PM (volatile and non-volatile) could be calculated instead of "N/A".

Import / Export

1. All unused fields require entry of excess semicolon delimiters.	When a study element has variable geometry, it is possible to enter only a subset of the total field count. For instance, supplying only three out of a possible twenty x/y/z roadway points is valid. In all other instances, EDMS expects empty fields to be explicitly entered.
2. The study name is not exported properly.	The study name, description and version number are properly exported.

- | | |
|--|--|
| 3. The version number used (11283001) is an internal number and has to be entered on the same line with the “!VERSION” identifier. | The version number is either 5.0 or 5.0.1 and may be entered on either the same line or the row below the “!VERSION” identifier. |
|--|--|

Parking and Roadways

- | | |
|---|--|
| 1. System generated emissions factors are the same for all years within a scenario. | Studies with multiple years now display the correct system-generated emission factors for each year. |
| 2. The user must compute system generated emissions factors for one item in the <i>In Study</i> list at a time. | The user is able to select multiple items from the <i>In Study</i> list and compute system generated emission factors for all of them. |

Stationary Sources

- | | |
|--|---|
| 1. The Reid Vapor Pressure of Gasoline engines are not displayed properly. | The Reid Vapor Pressure of all Gasoline engines are displayed properly. |
|--|---|

Taxipaths window

- | | |
|---------|---|
| 1. N/A. | Numerous improvements in the adding, deleting, and editing of individual taxipaths have been implemented. |
|---------|---|

User-Created Aircraft

- | | |
|--|--|
| 1. The flight profiles of some user-created aircraft do not load properly. | The flight profiles are loaded properly. |
|--|--|

User-Created GSE

- | | |
|---------|--|
| 1. N/A. | Numerous improvements have been implemented in specifying the emission factors and other values of the user-created GSE. |
|---------|--|

Weather window

1. Changing the annual average temperature does not force MOBILE to recompute the system generated emission factors for all parking and roadway sources.	Changing the annual average temperature makes MOBILE recompute the system generated emission factors for all parking and roadway sources.
2. Edits to the base elevation are not being saved.	The base elevation can now be edited and saved.

Other Changes

1. N/A.	The total number of LTOs are displayed on the right pane next to the number of aircraft.
2. When a study is renamed, the new name is not properly refreshed on all windows.	When a study is renamed, its name is properly refreshed on all windows.
3. The amount of memory (RAM) that EDMS uses for its system data is about 150 MB.	The amount of memory that EDMS uses for its system data is reduced to about 65 MB.
4. N/A.	New algorithms have been implemented to speed up several computations. These algorithms mainly affect the AERMOD source generation process and the conversion of peak quarter-hour operations to annual operations and vice versa.
5. When a gate, runway, or taxiway is renamed it is removed from all other items where it is referenced (e.g. deleting a gate which is part of a taxipath causes the deletion of all taxipaths associated with that gate).	Users are able to rename gates, runways, and taxiways from both the view airport and from the corresponding source window, without loss of other information.